

# MEMORANDUM

To: Attendees

From: Melissa Williams  
MdTA Authority Project Manager

Date: November 7, 2003

RE: *Focus Group Meeting # 3*  
*Section 100: I-95, I-895(N) Split to North of MD 43*  
*Perry Hall Middle School, Perry Hall, Maryland*

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On October 27, 2003, the Maryland Transportation Authority (Authority) conducted the third Focus Group Meeting for the Section 100 project planning study. The purpose of the meeting was to update the Focus Group on the project and introduce them to materials that will be displayed at the November 18, 2003 Public Workshop. Those in attendance included:

## **Attendees:**

Mr. Richard Bolton – McCormick, Taylor & Associates  
Ms. Lynn Burca – Kings Court Townhouse Association #2  
Mr. Bruce Campbell – Nottingham Properties  
Mrs. Susan Ches - Hazelwood Park East Civic Association  
Mr. Jim Dorsey - McCormick, Taylor & Associates  
Mr. Keith Duerling - Maryland Transportation Authority  
Mr. David Flowers - GGP & Associates, LLC  
Mr. Ken Goon-Maryland Transit Administration/RKK  
Mr. Walt Kulis - Johnson, Mirmiran & Thompson  
Mr. Jack Moeller - Johnson, Mirmiran & Thompson  
Ms. Roxane Y. Mukai - Maryland Transportation Authority  
Ms. Andra Parker - McCormick, Taylor & Associates  
Mr. Keith Quintrell - Johnson, Mirmiran & Thompson  
Mr. Dennis Seibel – Kings Court Condo Association  
Mr. Bill Spiegel - Hazelwood Park East Civic Association  
Mr. Bob Sweeney - Maryland Transportation Authority  
Ms. Wanetta Thompson - Garden Village Park Community Association  
Mr. Charlie Utermohle - McCormick, Taylor & Associates  
Ms. Melissa Williams - Maryland Transportation Authority  
Mr. Matt Wolniak - Johnson, Mirmiran & Thompson

Melissa Williams, the Authority's Project Manager for Section 100, began the meeting with brief introductions. She then reviewed information discussed at Focus Group Meeting #2, including the alternates for Section 100. Jack Moeller was introduced to further explain the alternates and update members on recent design developments.

### **ALTERNATES**

Mr. Moeller reviewed the three alternates (the No-Build, the General Purpose, and the Managed Lanes Alternates) including the interchange options at I-95/I-895(N), I-95/I-695, and I-95/MD 43.

Since Focus Group Meeting #2, the collector-distributor (CD) lanes have been removed from Section 100. The function of CD-lanes is to reduce dangerous weave conditions when they exist on the mainline. For Section 100, the engineering team was successfully able to alleviate the weave conditions on the mainline, thus negating the need for CD-lanes.

The No-Build Alternate would be restricted to normal maintenance and safety improvements. There would be no increase in roadway capacity or any significant reduction in the accident rate.

The General Purpose Lanes Alternate includes the provision of additional general-purpose lanes as necessary to accommodate the projected traffic demand. In order to reach a desirable weekday and weekend level of service (LOS) E and D, respectively, this alternate would provide the following number of lanes per direction:

- An additional fourth lane in each direction of I-95 from approximately ¼ mile south of the I-895 interchange to the point where I-95 merges with I-895,
- Six lanes between the I-895 split and I-695, and
- Six lanes per direction would be provided between I-695 and MD 43.

North of MD 43, the roadway would transition from six lanes per direction to tie back into the existing four lanes per direction.

The Managed Lanes Alternate would include two managed lanes per direction on I-95 between I-895 and north of MD 43, and additional general-purpose lanes as needed to operate between LOS E and LOS F. In order to provide the desired level of service, this concept would provide the following number of lanes per direction:

- An additional general-purpose lane would be provided in each direction of I-95 from approximately ¼ mile south of the I-895 interchange to the point where I-95 merges with I-895.
- Two managed lanes and four general-purpose lanes would be provided between the I-895 split and I-695.
- A two-lane managed roadway, and a four-lane general-purpose roadway would be provided per direction between I-695 and MD 43.

North of MD 43, the roadway would transition from the six-lane section (two-lane managed, four-lane general purpose) per direction to join the existing four lanes per direction.

Members were then given an opportunity to examine the graphic representations of each interchange that were available.

### **SECTION 100 TRANSIT**

Mr. Goon discussed various transit projects that are planned by the Maryland Transit Administration for the Section 100 study area. Improvements to Section 100 should provide transit patrons with faster and more reliable bus service. He also noted that a potential extension of the Baltimore Regional Rail System may include a future transit station with access to I-95 within the study area.

### **ENVIRONMENTAL IMPACTS**

Charlie Utermohle reviewed the related environmental impacts with the Focus Group. Various environmental issues are being considered throughout the planning and design of the Section 100 alternates. Wetlands and terrestrial habitat will be identified and their quality, function and values will be assessed. Potential hazardous waste issues will be identified through review of Maryland Department of Environment (MDE) files and verified through field reconnaissance. Once existing conditions have been defined, avoidance measures will be investigated.

### **NOVEMBER 18th PUBLIC WORKSHOP**

Members received copies of the brochure and (draft) displays that will be available to the public at the November 18<sup>th</sup> Public Workshop. Mr. Utermohle and Ms. Williams reviewed the materials with the group and explained the role the Focus Group members will play in the workshop. Members were encouraged to attend the workshop as well as to participate in informing the attending public about the Section 100 project. Those Focus Group members attending were encouraged to participate in the workshop for at least two hours.

### **QUESTIONS**

Questions from the Focus Group included:

Question: Mr. Bill Spiegel asked if the information presented at the Public Workshop would be set up in a logical progression.

Answer: Ms. Williams noted that displays at the workshop would be set up in a logical progression and a map of the layout of the room would be available.

Question: Mr. David Flowers asked if other agencies comments were being considered during the project planning phase of Section 100.

Answers: Ms. Williams stated that Section 100 updates have been given to agencies at regularly scheduled Inter-Agency Review meetings. The Authority has an "open-door" policy allowing for comments from agency representatives at any time.

Question: Ms. Wanetta Thompson inquired how the public would be notified of the Public Workshop.

Answer: Ms. Williams pointed out that notices of the workshop had been placed in several regional newspapers and brochures had been mailed to citizens within the study area and on the mailing list.

Question: Ms. Thompson requested a further explanation of how the workshop would be set up.

Answer: Ms. Williams noted that as citizens enter the room, a map will be available to them showing what information is displayed and where. Members of the project team will be stationed at each display to respond to any questions. Additional members of the project team will be available to “roam” the room answering questions and facilitating citizens’ progression through the displays.

Question: Mr. Spiegel asked if each person who had a comment at the Public Workshop would receive a response.

Answer: Ms. Williams stated that as long as contact information was given, each individual noting a comment would receive a response.

Question: Bruce Campbell asked if a matrix showing a summary of the anticipated level of service for each alternate and interchange was available.

Answer: Matt Wolniak noted that such a matrix is difficult to produce at the current time because of the various management strategies that could be used on the Managed Lanes Alternate. Because these management strategies would affect the LOS of each roadway, the interchanges are difficult to summarize in this manner.

Roxane Mukai stated that additional information was being developed; however, there was not enough information available to provide a complete matrix at the current time.

The Focus Group was encouraged to review the distributed minutes from Focus Group Meeting #1 and provide any revisions.

If you have any questions or comments concerning the minutes, please contact the Authority’s Project Manager, Melissa Williams, by telephone at (410) 288-8400 extension 383 or by Email at [Mwilliams9@mdtransportationauthority.com](mailto:Mwilliams9@mdtransportationauthority.com).